

CONSTRUCTION ALERT



**AIRLINE CONSOLIDATION
PROJECT**

**UTILITY CORRIDOR
PROJECT**



**GREATER BUFFALO
INTERNATIONAL AIRPORT**

**AIRPORT
IMPROVEMENT
PROGRAM**

CONSTRUCTION ALERT

AIRLINE CONSOLIDATION PROJECT

Late June - Late September, 1995

Project Description:

The purpose of this project is to consolidate airline gates and operations in the West Terminal and relocate the airport administration office in the East Terminal. This will enable demolition to begin in order to clear the way for construction of the new terminal building which will commence in September, 1995. Consolidations in the West Terminal include relocating Delta Airlines from gates 10 and 11 to gates 6 and 7 and shifting all USAir operations to gates 1-5. This includes relocating all ancillary equipment such as holdroom seating, ticket counters, signs at gate areas, etc. The NFTA administrative staff will be relocated to the East Terminal core area.

Highlights:

- USAir will occupy gates 1-5 at the West Terminal.
- Delta Airlines will move from gates 10 & 11 to 6 & 7.
- Northwest Airlines will continue to occupy gate 9.
- USAir customers that regularly travel to NYC from gates 6 and 7 will now turn left after security to use gates 1-5.
- The ramp at gate 1 in the West Terminal will be extended 30 ft. to accommodate USAir commuter operations.
- Airline operations in the East Terminal will remain unchanged.

CONSTRUCTION ALERT

UTILITY CORRIDOR PROJECT

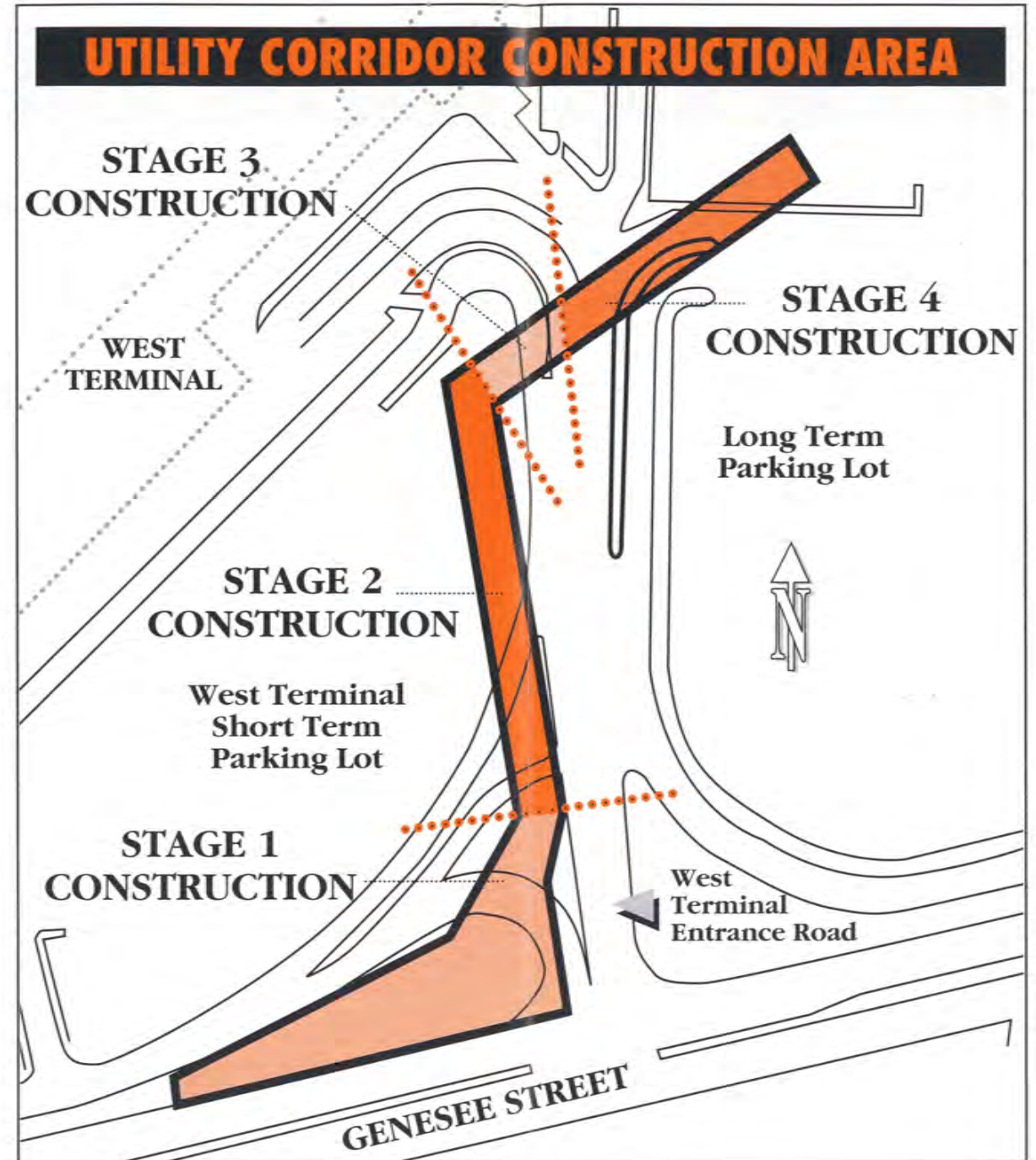
Late June - Late November, 1995

Project Description:

This is the first new construction project of the Airport Improvement Program that will establish a utility corridor for the new terminal facility. The work will commence from the airport property line at Genesee Street to within 400 feet of the new terminal site. This project will be staged in four phases to allow continued public access to the existing West Terminal during construction. Construction includes the installation of the following utility services: electric, natural gas, fire and domestic water and telephone/communications.

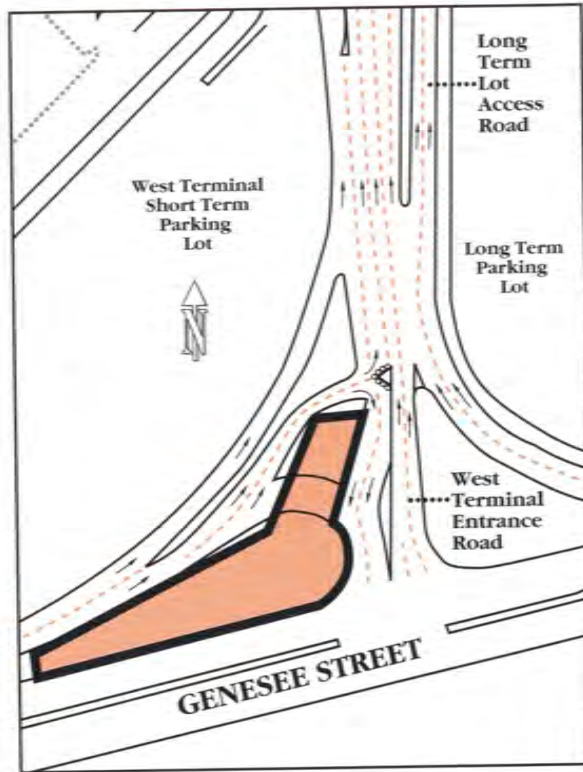
Highlights:

- First new construction project of the \$186.9 million Airport Improvement Program.
- Will be constructed in four stages over 5 months to maintain continued public access to the existing West Terminal.
- Will include minor modifications (*lane reductions*) to the entrance and exit roads at the West Terminal. In all cases, closures will be staggered to permit efficient traffic flow.
- West Terminal short term parking lot will lose 75 spaces during stage 2 for 6 weeks.



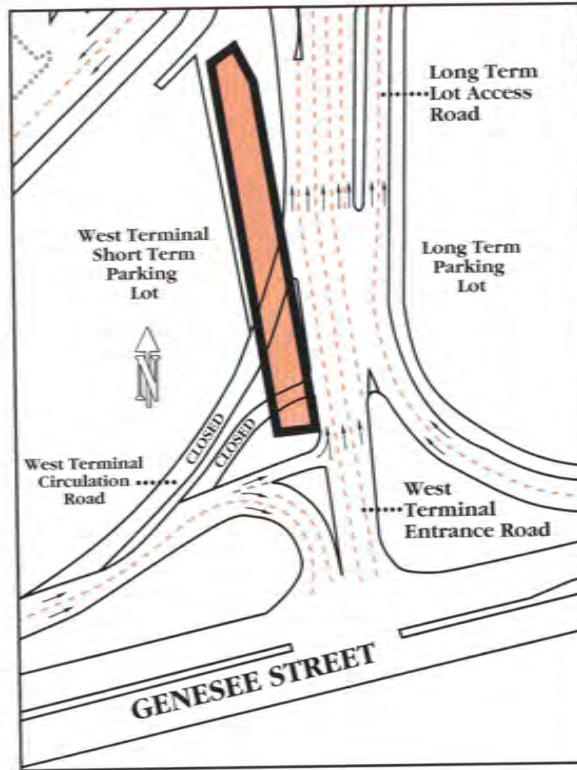
see back panels for details.

STAGE 1



- Erect temporary barriers around the Stage 1 work area
- Re-route West Terminal exit traffic around the Stage 1 construction barriers to meet Genesee Street at the current signal location
- West Terminal entrance road (*southern portion*) reduced from 3 to 2 lanes to traffic for approximately 250 feet
- Traffic pattern remains unaffected along the frontage of the West Terminal
- Access to the East Terminal from the West Terminal entrance road remains unchanged
- Access and egress to Long Term and Short Term parking lots remain unchanged

STAGE 2



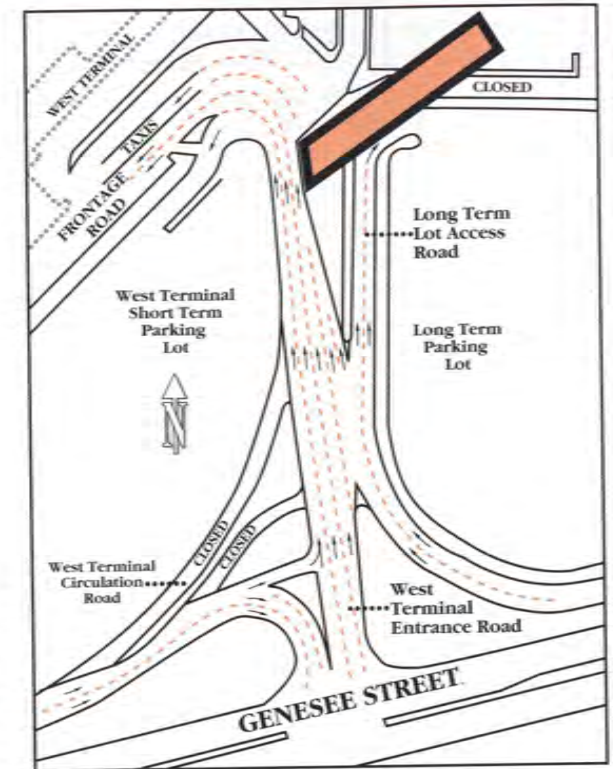
- Erect temporary barriers around the Stage 2 work area
- Restore and re-open West Terminal exit roadway to Genesee Street
- Restore West Terminal entrance roadway
- Re-route West Terminal exiting traffic that would like to return to the West Terminal, to a location that still connects them to the West Terminal entrance roadway (*approximately 200 feet south*) and subsequently close the current West Terminal recirculation road
- West Terminal Short Term lot will be reduced by approximately 75 spaces
- Traffic pattern remains unaffected along the frontage of the West Terminal
- Access to the East Terminal from the West Terminal entrance road remains unchanged
- Access and egress to Long Term and Short Term parking lots remain unchanged

STAGE 3



- Erect temporary barriers around the Stage 3 work area
- West Terminal entrance road (*northern portion*) reduced from 5 to 3 lanes of traffic for approximately 220 feet, with no impact to the frontage road along the face of the West Terminal.
- West Terminal recirculation road remains closed
- West Terminal Short Term lot will be reduced by approximately 40 spaces
- Taxi stack area will be reduced by approximately 150 feet
- Access to the East Terminal from the West Terminal entrance road remains unchanged
- Access and egress to Long Term and Short Term parking lots remain unchanged

STAGE 4



- Erect temporary barriers around the Stage 4 work area
- West Terminal entrance road (*northern portion*) reduced from 5 to 3 lanes of traffic for approximately 220 feet, with no impact to the frontage road along the face of the West Terminal
- West Terminal recirculation road remains closed
- Restore West Terminal Short Term lot to original capacity prior to construction
- Taxi stack area remains reduced by approximately 150 feet
- Access and egress to Long Term and Short Term parking lots remain unchanged
- Access to the East Terminal from the West Terminal entrance road is closed

MEDIA RESPONSE

TO AN

AIRPORT EMERGENCY



- GREATER BUFFALO
INTERNATIONAL
AIRPORT

- NIAGARA FALLS
INTERNATIONAL
AIRPORT

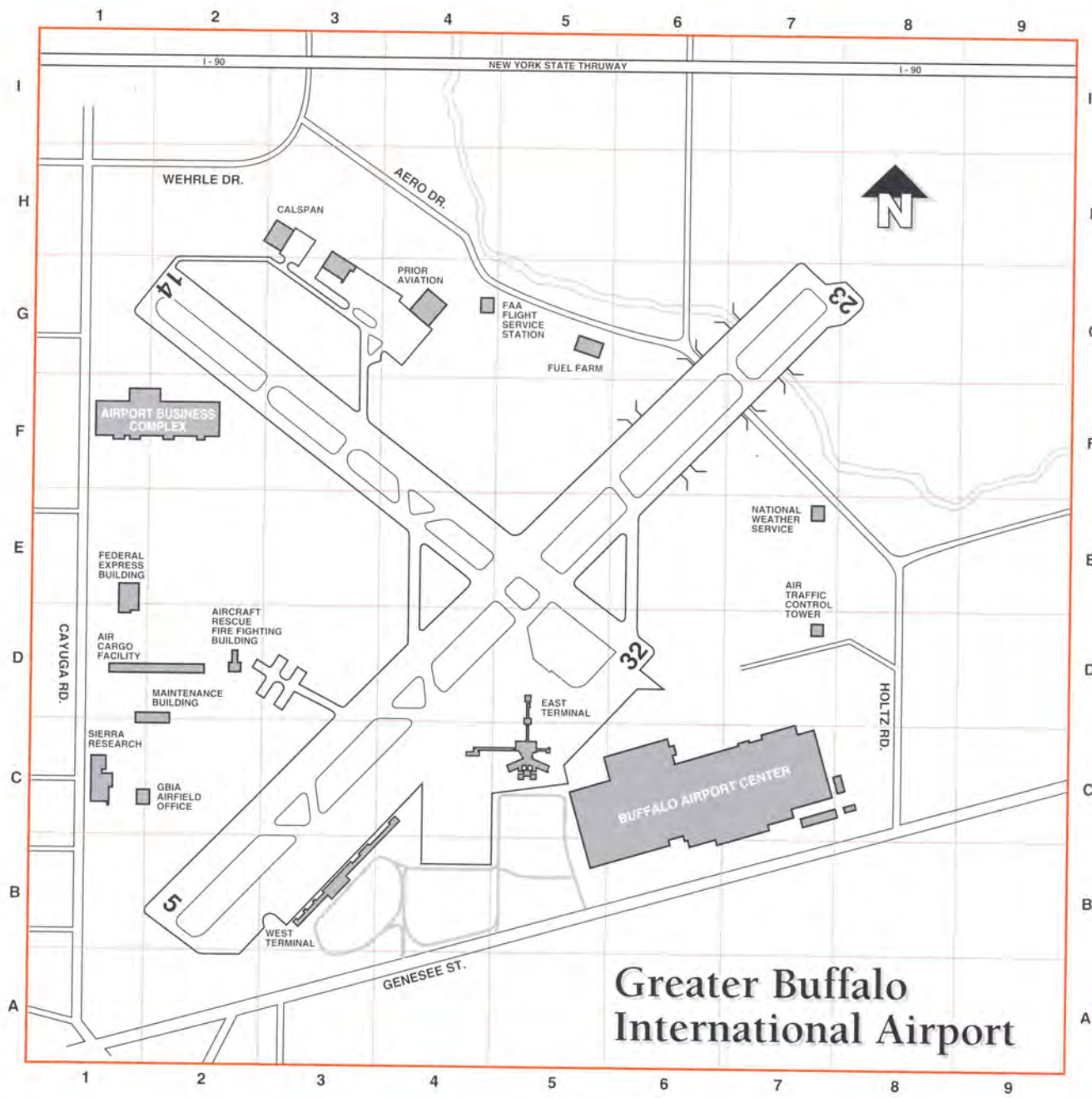
The following is an outline of vital information for your use during incidents and emergencies at both Greater Buffalo International Airport and Niagara Falls International Airport. We hope this information will be of assistance to you.

GBIA AND NFIA MEDIA EMERGENCY INSTRUCTIONS

In the event of an aircraft incident, emergency or potential situation at GBIA, all media representatives will report to the GBIA second floor conference room, East Terminal.

1. If there is an airline involved, all statements will be made by the airline's representative.
2. If other government agencies are involved, such as the FBI, they will make statements.
3. The NFTA manager of communications and the airport manager will attend all of the news conferences, but they will only respond to questions pertaining to the actual operation of the airport, *i.e.* When will the airport be opened for service? Are the runways damaged? Etc.
4. Once the emergency is declared safe, the manager of communications will escort news media to the site, coordinating this activity with the airport manager at GBIA or the airport manager at NFIA or the Incident Commander.

In the event of an emergency at NFIA, report to the general manager's office in the main terminal building.



GBIA AIRFIELD LOCATION MAP

U.S. AIR FORCE BASE AT NFIA-MEDIA EMERGENCY INSTRUCTIONS

All news media covering an incident will be escorted to the "News Media Control Center", located in building 800 at Niagara Falls U.S. Air Force Base. All information will be provided to news media at this center.

CONTACT: Base Public Affairs Office
914 Tactical Air Lift Group
(716) 236-2138

THE FOLLOWING CODES INDICATE THE TYPE OF EMERGENCY

- CODE I** When an aircraft incident has occurred on or in the vicinity of the airport
- CODE II** When an aircraft approaching is in major difficulty
- CODE III** When an aircraft approaching the airport is in minor difficulty
- CODE IV** A "bomb threat" to an aircraft
- CODE V** A "bomb threat" received at the terminal or airport facility structure.

MEDIA RESPONSE TO CODES

KEY TELEPHONE NUMBERS

Manager of Communications:	855-7218
Home:	689-3723
Airport Manager, GBIA:	632-3115 Ext. 20
Airport Manager, NFIA :	297-4494
U.S. Air Force, NFIA Public Affairs:	236-2138
Aircraft Rescue & Fire Fighting, GBIA:	632-3115 Ext. 11 or Ext. 24
FAA Tower:	633-0660

SCHEDULED AIR CARRIERS AT GBIA

USAir	633-2428
USAir Express	633-2428
United Airlines	633-3035
United Express	633-3035
American Airlines	632-3106
American Eagle	632-3106
Continental	632-8100
Continental Express	632-8100
Delta Airlines	633-8754



**NIAGARA FRONTIER
TRANSPORTATION AUTHORITY**

4/25/1996

Samuels G. Manor

6:30 →

~~8 PM~~ — TORETT LEWIS

— JACK PRIOR.

- NO TIME
- NO SCHEDULE
- NO BUDGET
- 187 MILLION FOR PROJECT

- ROBERT GIOIA

- QUINN (3)

LAFAGE (2)

GORSKI (5)

DAMATO (1)

66 MILLION FROM FED'S

22 MILLION FROM STATE

420 CONSTRUCTION JOBS

HUNDREDS OF MILLIONS INTO ECONOMY

1.7 MILLION PEOPLE A YEAR IN TERMIN.

LATE 97 COMPLETION.

John Barley / D.O.T. Conn. (4)

NEWS RELEASE:

D'AMATO - 7:50

FOR FURTHER INFORMATION, CONTACT
DARYL RASULI, MGR - COMMUNICATIONS
716/855-7218



NIAGARA
FRONTIER
TRANSPORTATION

AUTHORITY
181 Ellicott St.
P.O. Box 5008
Buffalo, New York

14205
716-855-7300
Telefax:
716-855-7657

FOR IMMEDIATE RELEASE

April 25, 1996

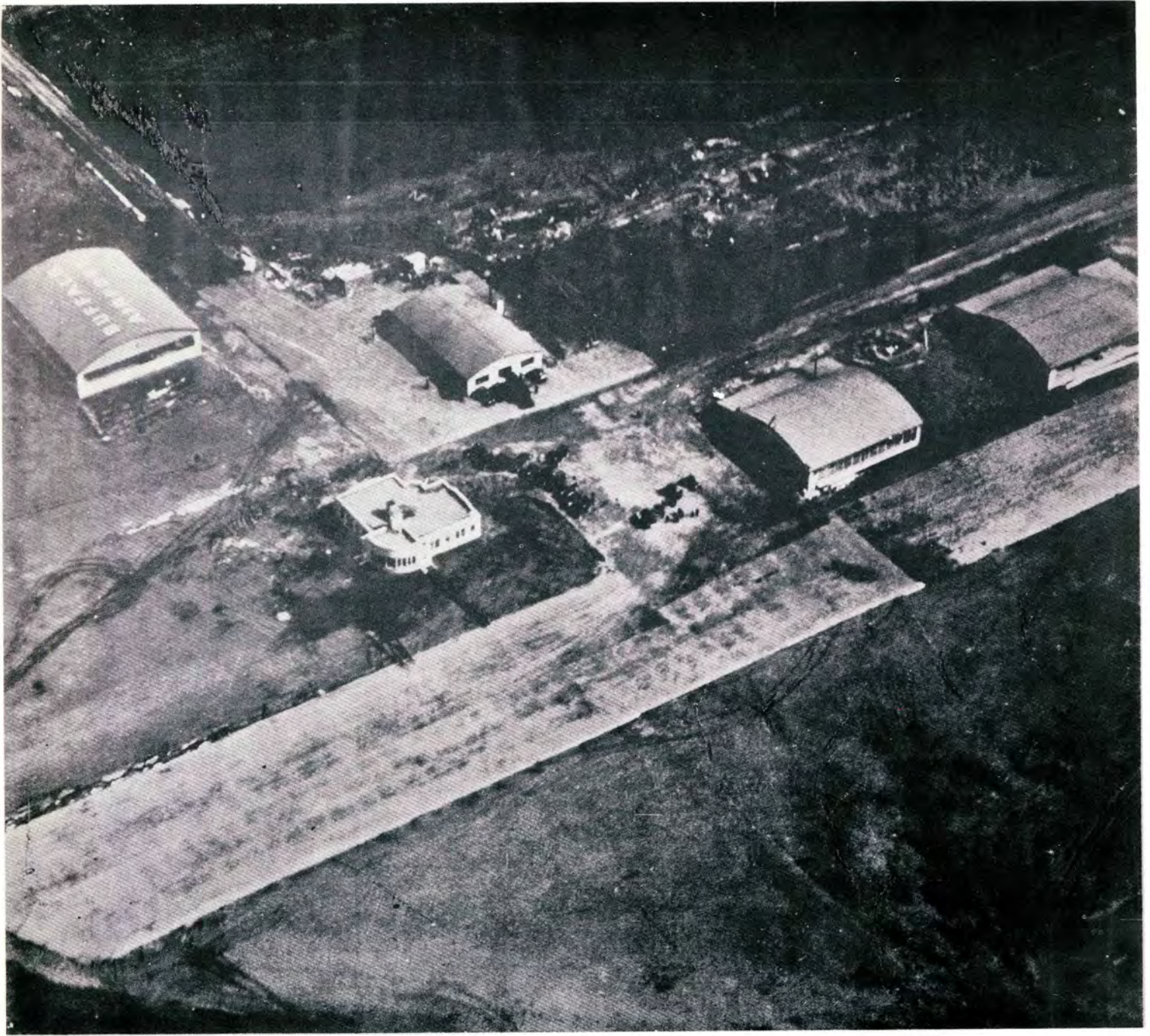
Buffalo, NY - Sen. Alfonse D'Amato will be the primary speaker at the Niagara Frontier Transportation Authority's Airport Improvement Program Ceremony on Friday, April 26, 1996, at 2 p.m. at the Greater Buffalo International Airport. The ceremony will be held in the long-term parking lot between the East and West Terminals.

The event will be held to commemorate the start of the construction of the terminal's steel frame. The unveiling of an 8' x 8' scale model of the entire Airport Improvement Program will be another highlight of the event.

Federal, state, and local officials and department heads have been invited to attend along with business and community leaders. New York State Department of Transportation Commissioner, John Daly, and Congressmen Jack Quinn and John LaFalce are scheduled to attend. All key officials sitting on the dais will be asked to place their signatures on a specially-decorated steel "I" beam which will then become part of the terminal framework.

The terminal was designed by the Greater Buffalo International Airport Design Group which is comprised of Cannon Design of Grand Island, New York; Kohn Pedersen Fox Associates, P.C. and William Nicholas Bodouva and Associates, both of New York City.

Baker Mellon Stuart Construction, Inc. of Pittsburgh, Pennsylvania, is the contractor. They broke ground for the terminal construction in September of 1995 and expect to complete the project in the fall of 1997.



BUFFALO AIRPORT

Municipally Owned, Built and Operated

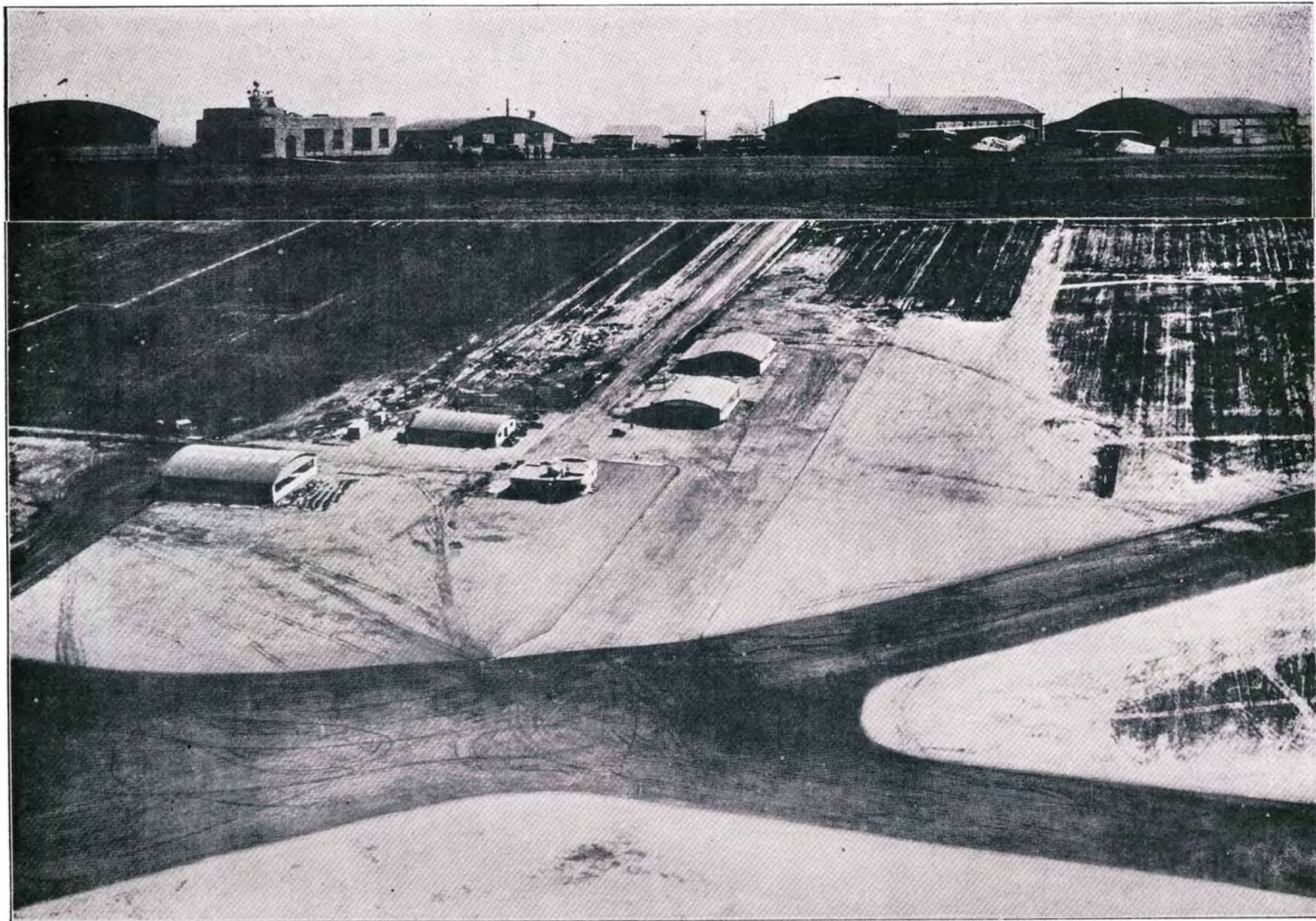


Fig. 2—Above, panorama of Airport buildings from runway. Below, same buildings from air.

Part I. BUFFALO AIRPORT

ABOUT eight years ago a group of serious-minded citizens of the city of Buffalo, sensing the coming international importance that aviation would play in the affairs of the world, not only as regards war, in which we had just seen this new force rise to such commanding place, but more particularly in the pursuits of peace, appeared before the Common Council of the City of Buffalo and urged them to consider the establishment of a municipal airport.

The Council instructed these men to obtain full particulars concerning this proposition. The group then proceeded to enlist the aid of various organizations and newspapers throughout the city. After an intensive campaign of public education there was brought about an unanimous opinion in its favor.

Subsequently the council held several public hearings and eventually called in three U. S. Air Service Officers from Washington to make a survey of available sites.

As a direct result of this cumulative effort, in 1925 a tract of approximately 200 acres was purchased and early in 1926 an additional 318 acres was acquired. This site was the one that had been recommended as being the most suitable by all the various authorities that investigated the situation. A number of natural advantages made it almost ideal for flying purposes.

As soon as the land was deeded to the city the Council appointed the Chairman of the Chamber of Commerce Aviation Committee to act as official advisor and make recommendations as to development. Under his direction this committee was subdivided into groups to formulate plans for construction and operation. When these plans were completed they were submitted to the Council and approved and sufficient funds were appropriated to begin construction work immediately.

PLAN

THE plan as originally made is shown in Figure No. 1 and contemplates the complete general development of the field.

The principal idea was to get the administration building and the hangars, needed for immediate use, as near the center of the field as possible to eliminate as much taxiing as possible, and to provide a control point that would command a view of the entire field. It was found that this could be done without in any way obstructing the approaches to the field from any direction and still provide space in the rear of the hangars for auxiliary buildings and a public thoroughfare that would be off the main highways.

Owing to the nature of the soil it was necessary to plan for cinder runways for landing and taking off during the rainy seasons. It was planned however to process and seed the entire field so that under ordinary conditions landings and take-offs could be made anywhere on the field.

The plan for immediate development consisted of building three hangars, an administration building, a combination garage and service building, the construction of a macadam road from the main highway into the administration building, two cinder runways and as much processing as could be done on the area adjacent to the runways together with what drainage was necessary.

CONSTRUCTION

ON May 1, 1926 the airport director, under the direction of Commissioner of Parks Moore set up headquarters in one of the farm buildings on the site and put a number of laborers to work immediately clearing the land of trees, buildings and fences. A short time later the Ford Motor Co. donated to the city the use of a number of Fordson tractors and the grading of the runways began. Additional equipment furnished by the Park Department was made available and within a short time the construction work was well under way.

A contract was let for the building of Hangar No. 1 and the construction of the road. As soon as the runways were graded, ditching machines were put to work and the drainage system started. A large quan-

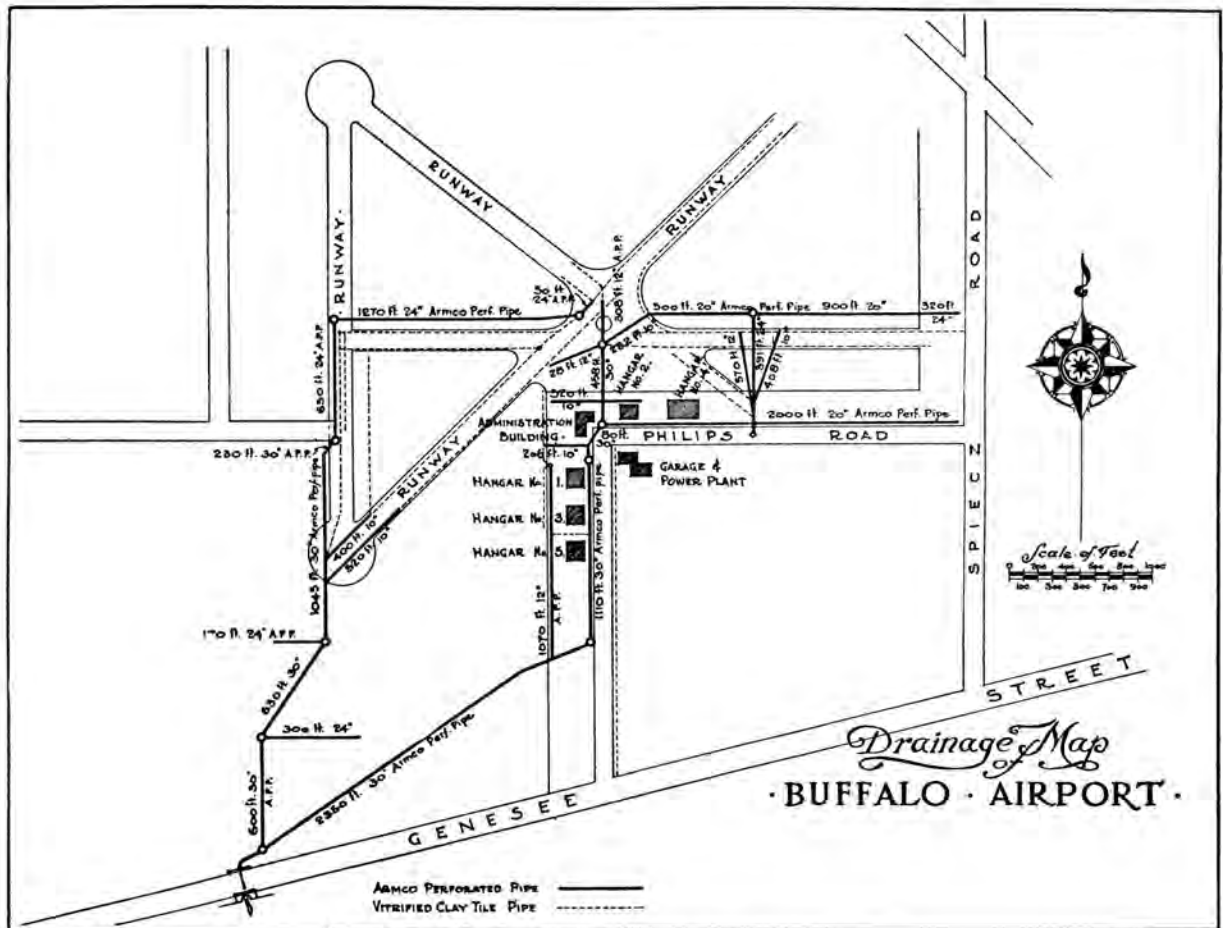


Fig. 3—Drainage Map

tity of cinders were moved in by truck day and night and the runways soon became a reality.

Plans for the administration building and other hangars were drawn and bids advertised for their construction. Two hangars 65 ft. by 80 ft. with a lean-to 20 ft. by 80 ft. were built and one hangar 80 ft. by 100 ft. without lean-to. Light color brick was used for all building construction in order to make the buildings more conspicuous from the air and to facilitate illumination at night.

Due to the absence of water mains it was necessary to put in a pump system from a well drilled on the property. The electric work was all laid under ground between the buildings in conduit of ample size to take care of future development. A complete telephone and fire alarm system

was also provided. An apron of tarvia pavement was laid around all buildings.

Knowing that natural gas existed in this vicinity it was decided to bring the city-owned drilling machine to the airport and drill two wells, both of which were successful and provide gas for part of the heating requirements.

The following analysis of costs is only approximate owing to the fact that the work was all carried on at the same time, in this way making it difficult to derive accurate figures for each item separately.

In the development up to now it is thus seen that the cost of the land itself is approximately equal to the total of the improvements placed upon it to date. Also, for the full 518 acres purchased for the entire site, an average cost of about \$795 per acre was paid.



Fig. 5—Administration Building as it faces center of field

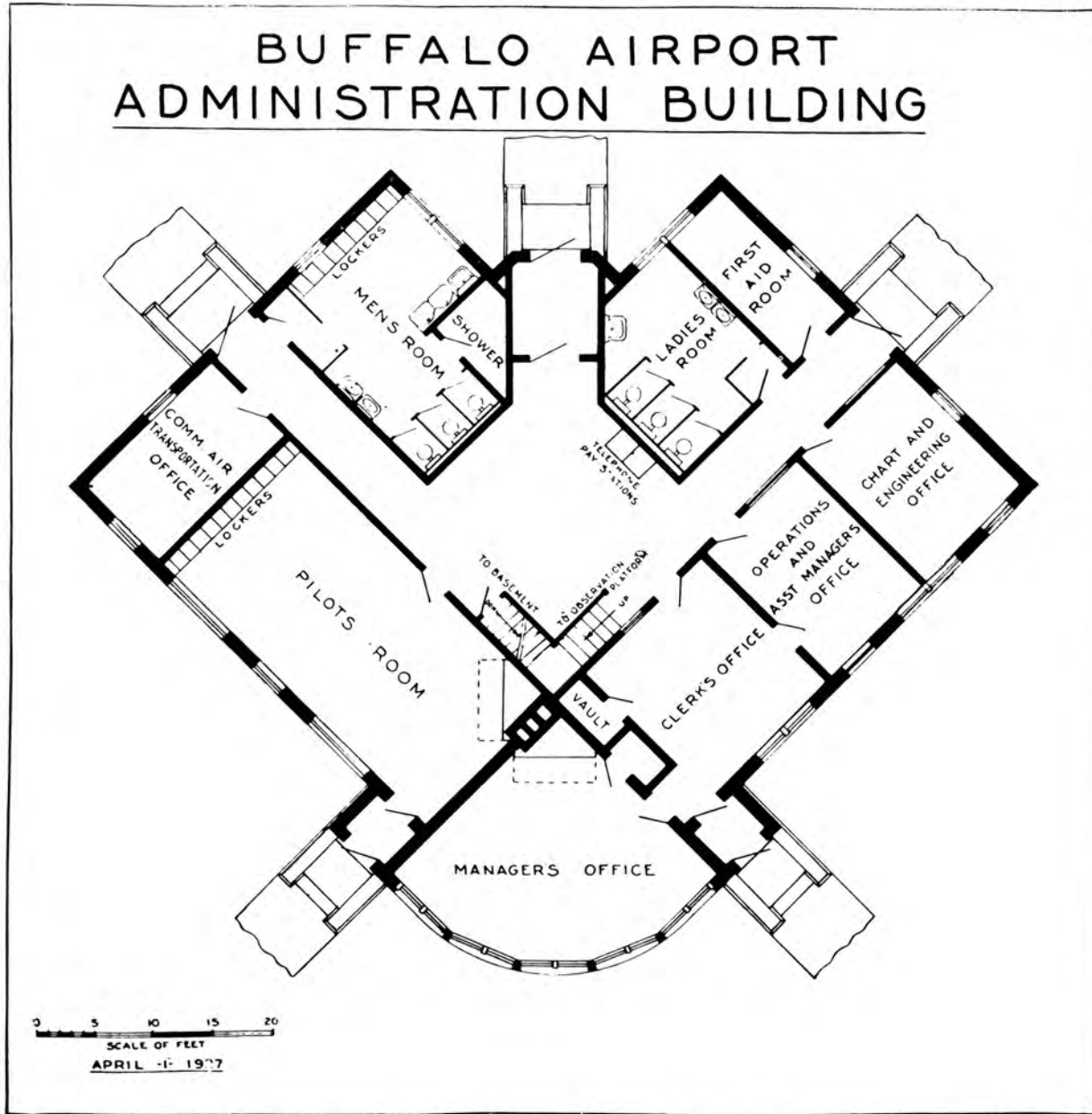


Fig. 6—Plan of Administration Building—same view as above
[Page 6]

EQUIPMENT

THE principal items of equipment are a gasoline service car for airplanes, a 5-ton Pierce truck, a light delivery truck, 2 grading machines, 3 small tractors, a gasoline roller, 2 automobiles and various small tools.

The service truck as shown on pages 9 and 14, is of original design and carries 260 gallons of gasoline, 25 gallons of oil, 25 gallons of water, fire extinguishers, small tools, cans and funnels. One of the features of this gasoline truck is its gasoline pump and meter. The oil and water is drawn off by gravity and not metered. The pump is operated with a power take-off from the engine and delivers 30 gallons per minute at full speed. The pump is valved so that gasoline may be drawn from either of the two compartments and put out through the meter on a length of hose. Each compartment is fitted with a waterproof screen and sump to insure clean gasoline. The hose is equipped with a grip valve which enables one man to operate the pump and service the plane. When the valve is closed circulation takes place through a by-pass without effecting the meter.

This service truck is also shown in the center of the picture below, having just serviced the large freight plane at left.

LIGHTING

A Standard 20 in. revolving beacon light is mounted on the administration building and the exterior and roof of all buildings are illuminated.

So far no general field lighting has been installed. Temporarily, however, each night

lanterns are put out on the sides of one runway at about 200 feet intervals with green lights across the approach end and red lights across the far end. The placing of the red and green lights is determined by the wind direction at the time. Plans for the complete illumination of the field will be carried out as soon as there is sufficient flying at night to justify the expenditure. It is expected, however, that this will be within the near future.

ADMINISTRATION

THE Charter of the City of Buffalo provides for a Division of Airport in the Department of Parks. The control is vested in the Commissioner of Parks and the Director of Airport who is appointed by the Commissioner. An Airport Advisory Board consisting of five duly qualified electors of the city is appointed by the Park Commissioner. No regulations, improvements or concessions can be made without approval of this board.

The operating personnel of the Airport consists of Superintendent, Chief Mechanic, two assistant mechanics, 4 mechanic's helpers, storekeeper, bookkeeper, clerk and stenographer, truck driver, grounds foreman, watchman and laborers. Appointments to these positions are made by the Commissioner from eligible lists prepared by the Municipal Civil Service Commission. This organization does all the maintenance work on the airport and mechanics are at the service of airplane operators at a reasonable charge.

An outline chart of this organization plan is shown in diagram at bottom of page 11.

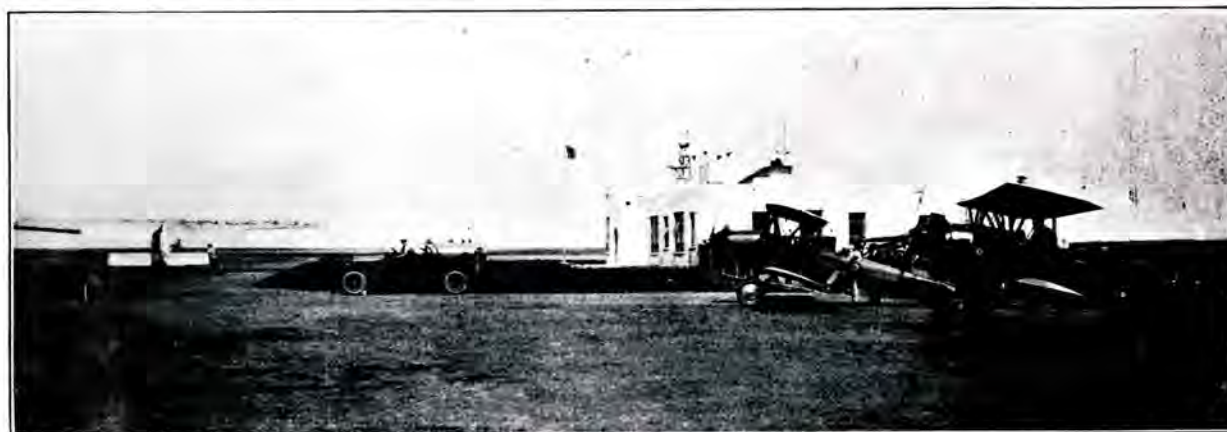


Fig. 7—Looking up the taxiway (left), past Administration Building (right), toward center of field

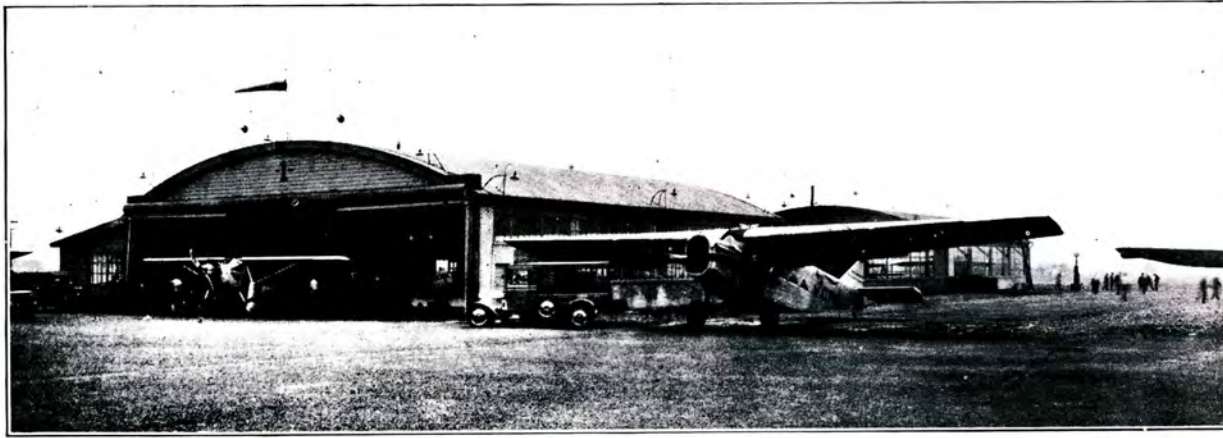


Fig. 8—Hangar No. 1 with No. 3, same type, immediately behind

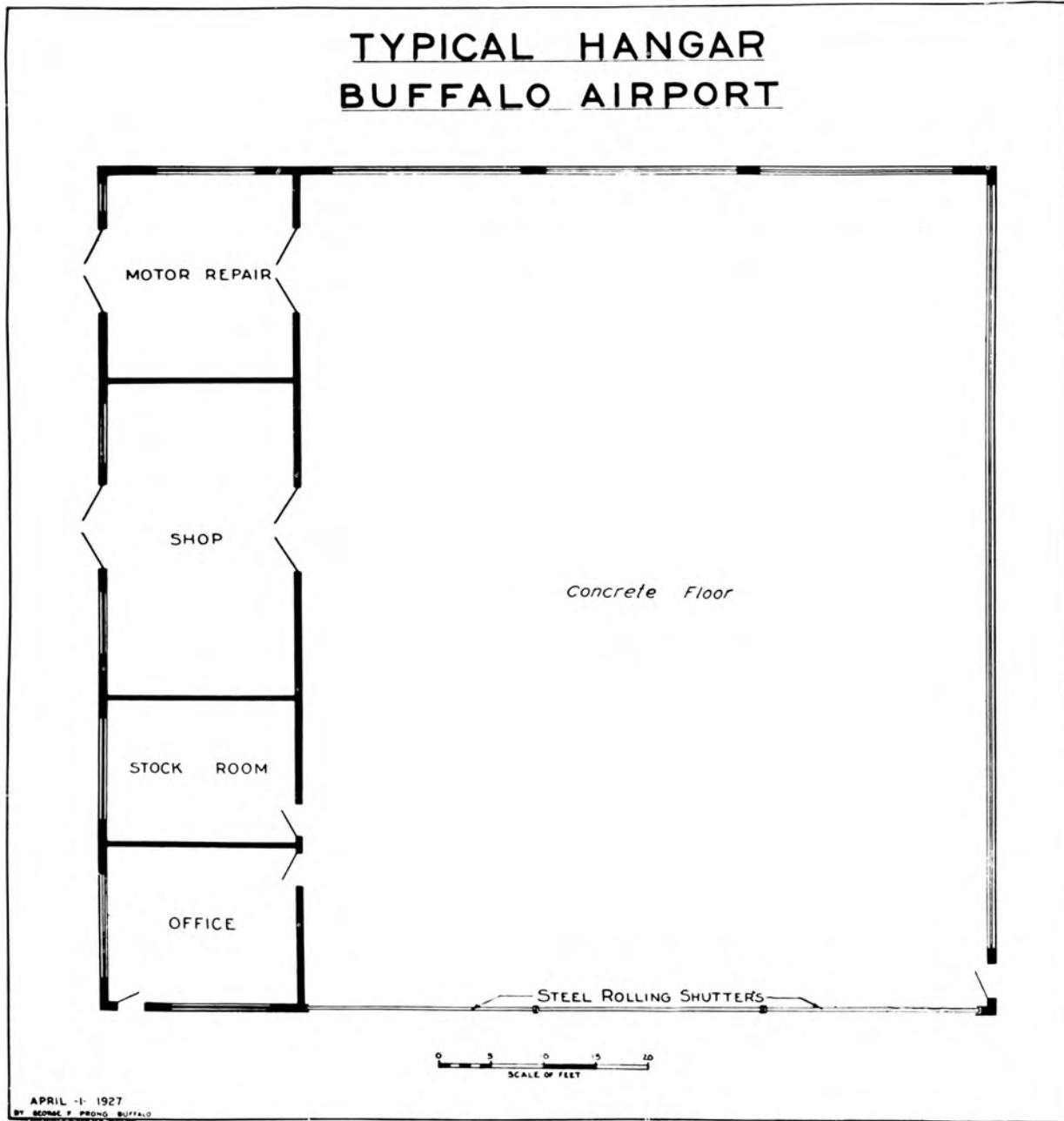


Fig. 9—Plan of above Hangar from opening side
[Page 8]

REVENUES

AT the present time revenue is being derived from the sale of gasoline, oil and supplies and the rental of buildings and the service of mechanics. It is also planned to lease plots of land for the erection of hangars or factories.

The Airport is thus in a position to provide any reasonable help to fliers or operators. Gasoline, oil, storage and mechanical service are now handled through city channels. The sale of gasoline, oil and mechanical parts is made possible through the establishment of a revolving fund of \$5,000. The money spent from the fund must be replaced through sales and as a profit accrues additional supplies in larger quantities laid in and prices reduced.

The rental of space in hangars is determined by the following schedule (taken from City Ordinance number 115):

AIRPLANE MANUFACTURERS:

Hangars with lean-to—

One year, \$.58 per square foot per year.

More than 6 months and less than one year, \$.06 per square foot per month.

More than one month and less than 6 months, \$.08 per square foot a month.

More than one week and less than one month, \$.03 per square foot per week.

One day to one week, \$.005 per square foot per day.

Hangars without lean-to—

Ten percent reduction on above rates for space in hangars without lean-to.

COMMERCIAL OPERATORS of Airplanes, not Manufacturers:

One year, \$.50 per square foot per year.

More than six months and less than 12, \$.05 per square foot per month.

More than one month and less than 6 months, \$.07 per sq. ft. per month.

More than one week and less than one month, \$.02 per sq. ft. per week.

One day to one week, \$.005 per square foot per day.

INDIVIDUALS Owning Airplanes, not engaged in Commercial Operations:

One year, \$.40 per sq. ft. per year.

More than six months and less than 12, \$.04 per sq. ft. per month.

More than one month and less than six months, \$.06 a sq. ft. per month.

More than one week and less than one month, \$.025 per sq. ft. per week.

Less than one week, \$.0025 per square foot per day.

Dead storage for individual planes not for commercial use at one-half the schedule for active usage.

Non-resident transients desiring hangar space for not longer than one week shall be charged at the rate established for individuals not engaged in commercial operations.

United States Army and Navy aviators shall be given space without charge for not more than three days.

The decision of the Airport Director as to size and classification of planes for the purpose of charging rental in accordance with the above schedule shall be final.



Fig. 10—Servicing Mail Plane from Airport Service Truck



Fig. 11—Airport Rolling Stock in front of Garage

RULES and REGULATIONS

All flying taking place on Buffalo Airport must be done in accordance with the regulations of the U. S. Dept. of Commerce.

In addition, the particular rules set up for use of Buffalo Airport are as follows:

1. THERE WILL BE NO SMOKING IN ANY HANGAR. This does not refer to lean-tos where there is no gasoline hazard.
2. Airplanes shall take-off and land up wind.
3. All take-offs shall commence at least 1500 feet from the end of the runway being faced by the plane in taking off.
4. Planes taking off must give way to planes landing and the take-off shall not be started until there is no risk of collision with landing craft and until preceding craft are clear of the field.
5. No person, intentionally, shall acrobatically fly any airplane within a horizontal distance of 1,000 feet from the nearest limit of Buffalo Airport.
6. Nothing which may endanger life or property is to be dropped from any aircraft over the limits of the Airport, exception being made in case of parachute testing for which advance arrangements have been made.
7. All landings shall be made on cinder runways in wet weather.
8. The landing plane has the right of way over planes on the ground. In taxiing, as part of the landing, the pilot of the landing plane shall exercise all possible caution.
9. When landing and maneuvering in preparation to land, the plane at the greatest height shall be responsible for avoiding the plane at the lowest height.
10. Any aircraft in distress shall in all cases be given free way in attempting to land.
11. Aircraft being used for instruction shall be given right of way when near the ground.
12. Instructors are cautioned against flying over active portions of field except in taking off and landing.
13. No plane shall be fueled or drained in the hangars or on the runways.
14. No planes shall remain on cinder runways longer than is absolutely necessary in flying operations.
15. This field is open to render service from daylight until dark. If additional service is required the administrative officers shall be notified.
16. All mechanical work shall be requisitioned from the chief mechanic who will supply the necessary form and a man or men to do the work.
17. Hangar attendants are at the service of the pilot or plane owner insofar as possible, but whenever possible pilots are requested to refer mechanical and other major needs to the administrative departments.
18. Upon arrival all pilots shall report to the administration office and check in.
19. Immediately prior to his departure each pilot will report to the administration office and check out.
20. The schedule for mechanical work is as follows:
 Mechanic \$1.25 per hour
 Mechanic's Helper 1.00 " "

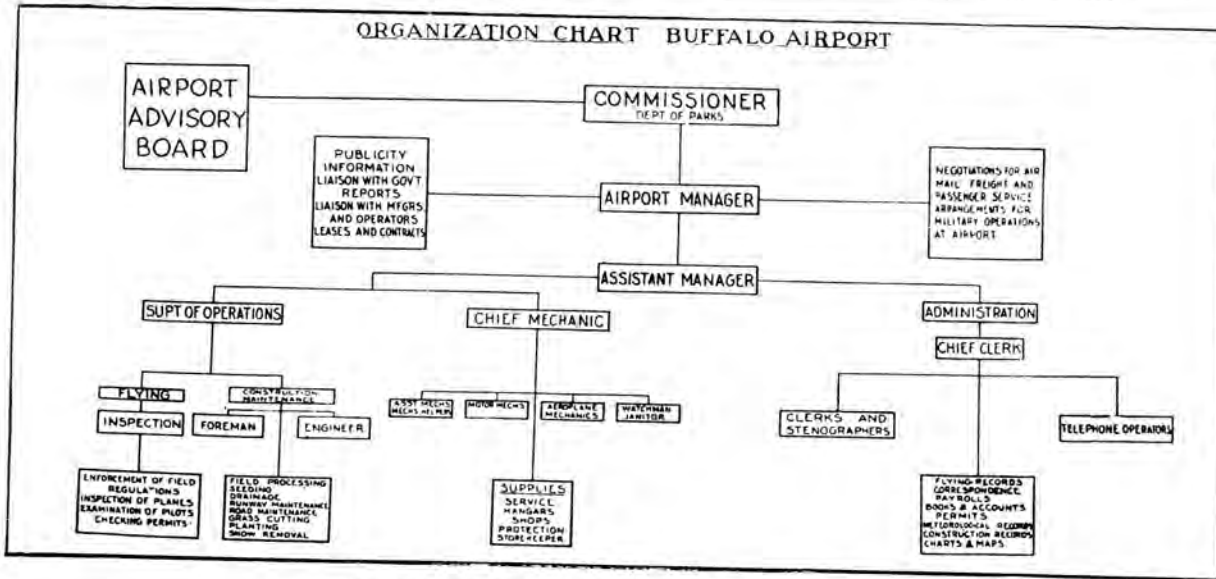
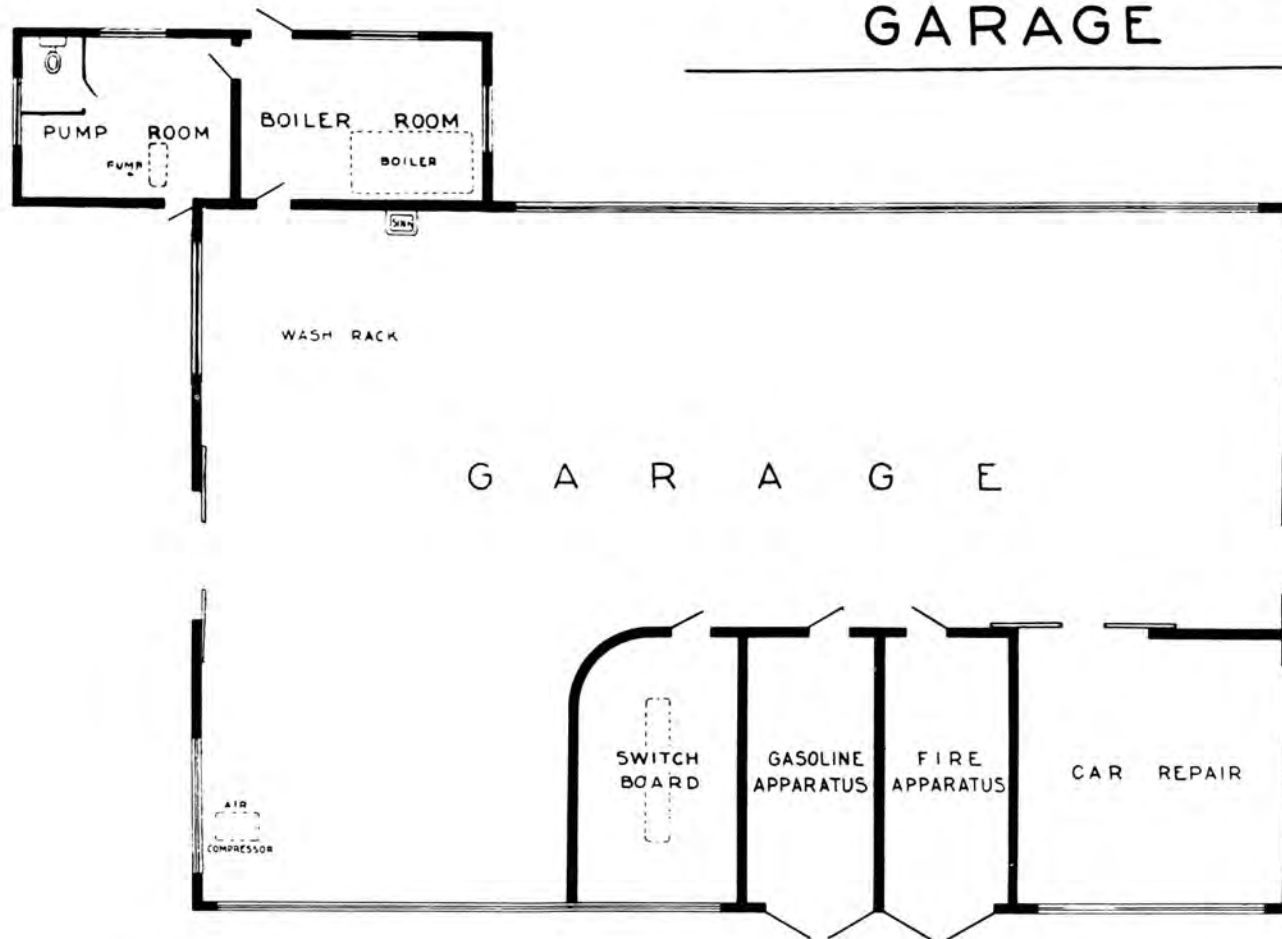


Fig. 12—Organization Chart—Buffalo Airport

BUFFALO AIRPORT GARAGE



[Page 12]

0 5 10 15 20
SCALE OF FEET
APRIL -1- 1927

BY GEORGE T. PRONG BUFFALO



Fig. 14—Air Mail Truck from downtown Post office transferring mail to outgoing Plane of Colonial Western Airways, Inc.

ACTIVITIES

THE Airport was officially opened for operation Sept. 25, 1926, at which time the cornerstone of the Administration Building was laid and the field dedicated.

Owing to the lateness of the season little flying was done until the following spring.

On March 28, 1927, the Ford Motor Co. inaugurated their freight service between Buffalo and Detroit; one trip each way, daily. This was the first schedule flying operation in this locality. In one year this line has carried 760,052 pounds of freight; made 221 trips totaling 102,635 miles which is 92.5% of the total trips scheduled.

There are at the present time ten private owners of airplanes using the facilities of the airport, regularly. These have made 2579 flights in the past year. There are approximately 700 arrivals and departures listed at the airport in past 12 months.

A local company is engaged in carrying passengers on sight-seeing trips, doing aerial photographic work and instruction.

A number of commercial airplane manufacturers are represented by a local sales company.

The Curtiss Aeroplane & Motor Co. lease one entire hangar for the purpose of setting up machines for delivery to the United States Government.

On January 17, 1927, the first regular air mail service into Buffalo began. The Colonial Western Airways, Inc. was awarded the contract for carrying the mail from Albany to Cleveland and now has the Buffalo-Cleveland division in operation. This Company plans to extend this line to Albany about June 1st, 1928. They are operating modern cabin planes and in addition to the mail, carry passengers and express.

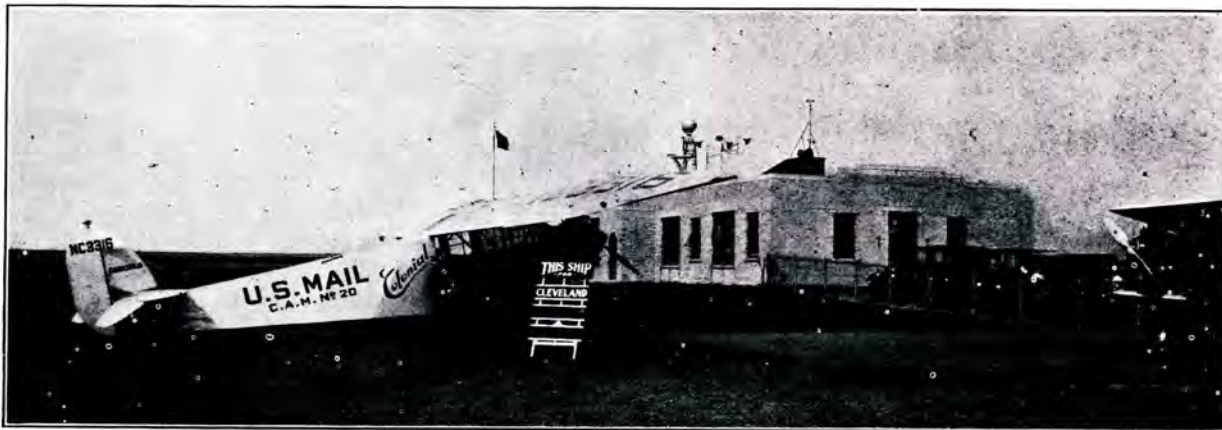
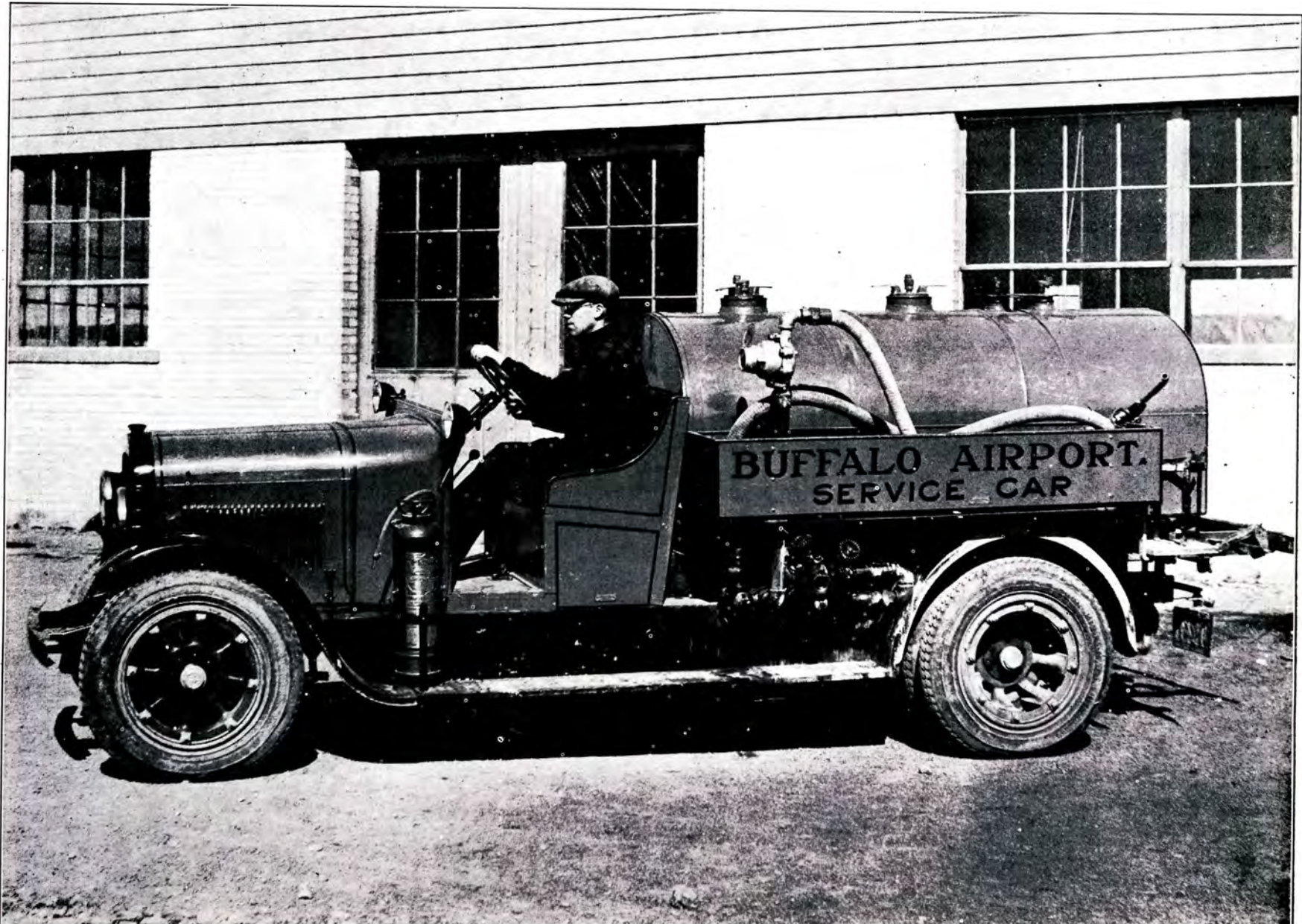


Fig. 15—Passengers boarding Plane for Cleveland



Part II. BUFFALO'S PLACE in AVIATION

AIRCRAFT PRODUCTION

AVIATION is but a new industry and no city can yet claim distinction as the hub of aircraft manufacture or aerial activity. There are several communities with notable records of aerial production and among these is Buffalo.

Indeed, this city since the early days of aviation's history, has been a leading factor in development of the aircraft industry.

Here, has been the production center of the Curtiss Aeroplane & Motor Company, one of the outstanding names in the industry. During the war, Buffalo produced the greater part of all the aircraft manufactured in the United States. At the present time there are ten concerns here engaged in the manufacture of aircraft or aircraft materials, and it is practically certain that, within the near future, this number will be increased.

Skilled Aircraft Labor

Skilled labor supply, one of the most important factors in studying desirability of factory sites, can be supplied to the aircraft industry by Buffalo in quantities far exceeding the supply in any other city. This is possible because of the fact that during the war the Curtiss Company alone employed 19,500 men and women at their Buffalo plants. Most of these men were forced into other lines of work when wartime production ceased, but the great majority of them, all skilled in the manufacture of aircraft and aircraft materials, are still in the community. They constitute a vast reservoir of skilled and efficient labor from which prospective manufacturers may draw without difficulty.

ADVANTAGES for MANUFACTURING

AMONG further factors favoring the manufacturer of aircraft and aircraft auxiliaries in Buffalo, may be included:

1. Buffalo occupies a strategic location at the center of the country's richest and most populous area.
2. It is ideally situated with respect to land and water topography.

3. Eleven trunk lines of railroad serve the city with resulting economies in assembling of materials and distribution to market.
4. Trained labor, in sufficient quantity and variety of types as explained above.
5. Abundant low-cost continuous hydroelectric power from Niagara Falls.
6. Nearness to raw and semi-finished materials many of which can be obtained within the city itself.
7. Favorable operating conditions due to equable climate, contented labor, good living conditions, fair tax rates, and an attitude on the part of city officials and citizens favorable to all industry.
8. Buffalo's present position as a leading aircraft producing center with old-established aircraft interests, a modern, highly developed municipal airport from which everyday, all-year-round flying takes place.
9. Adequate financial resources of Buffalo's banks and its many influential business leaders are actively interested in aviation development.

PRESENT AVIATION INDUSTRIES

THE following companies at present constitute Buffalo's aircraft manufacturers. This city's advantages for low-cost operation and its central location, together with its unequalled transportation facilities for raw materials and finished products resulted in their location here:

Curtiss Aeroplane & Motor Company:

Curtiss is an outstanding name in world aviation. Motors bearing the Curtiss name and made in Buffalo are among the fastest in the world. At the annual Pulitzer aeroplane races and the races for the Mitchell trophies, Curtiss motors have won first and second places at most competitions since 1921. The Curtiss Company established its local plant in 1914. Since that time expenditures of more than \$40,000,000 have been made by the company for wages of employes, purchases, building construction

and taxes. Its monthly payrolls during the war exceeded \$2,000,000. This company manufactures Curtiss D-12-D 435 H.P. engines and Curtiss Pursuit Planes P-1-A equipped with D-12-D engines. During the war this concern manufactured the Curtiss JN-4 and R-6 model aeroplanes. During 1919 and 1920 a substantial quantity of Oriole type commercial aeroplanes and Curtiss C-6 engines, as well as experimental twelve-cylinder engines, were built in this plant. During 1927 an average of 1050 men were employed. 180,000 square feet of floor space is used.

Consolidated Aircraft Corporation:

This company established its Buffalo plant in 1925 to carry on the business of the Dayton-Wright and Gallaudet companies. They manufacture the Consolidated airplanes and in 1927 more than 400 workers were employed in a modern factory using 85,000 square feet of floor space.

During the period from May, 1923 to the end of 1927, it supplied some 400 training planes to the Army and Navy. Consolidated aircraft are standard for Army and Navy primary training for aviators. They have been flown by Army and Navy officers more than 8,000,000 miles and more than 1500 students have been trained in them. They have been used exclusively by the Army for the last four years for training purposes, and by the Navy for the last two years. No fire has occurred in training in a Consolidated aircraft and the company has contributed largely to safety in aviation.

Hall Aluminum Aircraft Corporation:

Formerly known as Charles Ward Hall, Inc., has recently moved its plant from New York City to Buffalo where all-metal airplanes are now being built for the United States Government. It has a long record of production for the United States Navy.

Eberhart Aeroplane & Motor Company:

This company manufactures parts for aeroplanes, including bomb racks, switch landing lights, panel switches, plate guard compass, plate connectors and other aircraft material. At the present time the concern is experimenting with a small plane

which it is expected will be produced at a cost averaging that of a moderate-priced automobile.

G. Elias & Bro., Inc.:

This company has been manufacturing airplanes and airplane parts in Buffalo since 1919. Their planes have won first and second places in national competitions. They are also the inventors of a convertible landing gear and other similar equipment. This company has recently won a design competition for a government training plane.

Irving Air Chute Co., Inc.:

This company has carried the name of Buffalo to all parts of the world and a review of its achievements includes a glowing record of many lives saved. Its development of the parachute has revolutionized flying and their life-saving equipment is standard with the governments of 27 countries. All parachutes used by the U.S. Army, Navy and Air Mail service are Irvin products. The British government is one of the largest foreign purchasers of this equipment and the company now has a plant at Letchworth, England and is opening a plant in Poland.

BUFFALO'S RESOURCES

BUFFALO'S aircraft manufacturing resources have been made the subject of a survey by the United States Government and permanent branch offices of the Air Service Procurement Planning division are located here. Much of the foregoing material was supplied through that office. Other material was tabulated by the Industrial Bureau of the Chamber of Commerce.

The Chamber of Commerce is constantly in touch with manufacturers seeking sites for the erection of plants for aircraft materials and their task is being made easier by the co-operation given the aeronautical industries by the city government.

The new competition is not finding Buffalo lagging. There is every reason to believe that within the next few years this city will have entrenched itself thoroughly as a leading aeronautical manufacturing center.

CONDENSED INFORMATION

on
BUFFALO AIRPORT

Buffalo, N. Y.

CLASS—Municipal; first class.

POSITION—Two miles east of Buffalo city line, one and one quarter miles south of village of Williamsville. Latitude, 42° 56' 3" North; longitude, 78° 43' 35" West; magnetic declination, 7° 43' 30" West. Altitude 700 ft. above sea level.

DESCRIPTION—An irregularly shaped piece containing 518 acres. Longest diagonal, in direction of prevailing wind, over 1 1/4 miles. Two-track railway along north-eastern border of field. Black cinder runways 100 feet wide, the two main runways N.E. to S.W. and E. to W. being 3,000 feet long, drained at all times and available for service regardless of weather conditions. Road borders field. Paved highway south and west limits.

OBSTRUCTIONS—none.

SIGNALS AND MARKINGS—"Buffalo Airport" lettered on top of largest hangar.

ACCOMMODATIONS—Two hangars 65 feet by 80 feet, with leantos; one hangar 80 feet by 100 feet; garage and shop; administration building. All buildings light colored brick. Good hotel accommodations in town. Transportation to town available day or night.

REPAIR FACILITIES—First class mechanics on field for minor repairs; major repairs easily available at airplane factories in Buffalo; Curtiss Aeroplane & Motor Co., Inc., Consolidated Aircraft Corpn., Hall Aluminum Aircraft Co., Eberhart Aeroplane & Motor Co., Inc., G. Elias & Bro., Inc.

STORES—Aviation Gasoline and motor oil at field. Service at all times and hours, spares available from airplane factories listed above.

COMMUNICATIONS—Telephone in administration building, open all times, call "Fillmore 9702". Telegraph address, c/o Buffalo Airport, Buffalo, N. Y. Mail address, c/o Buffalo Airport, Station E, Buffalo, N. Y. Express shipments, c/o Buffalo Airport, Williamsville, N. Y. Freight, c/o Buffalo Airport, Lehigh Valley R.R., Williamsville, N. Y.

METEOROLOGICAL DATA—Prevailing wind Southwest. Data from U. S. Weather Bureau, Telephone Bldg., Buffalo, by mail or telephone (Seneca 0773) or from U. S. Coast Guard Station, Foot Erie St., Buffalo (telephone Seneca 2226.)

REMARKS—Owned and operated by the City of Buffalo.

Buffalo Airport

Aeronautical Bulletin

Sept. 25, 1926

NEW YORK
BUFFALO MUNICIPAL

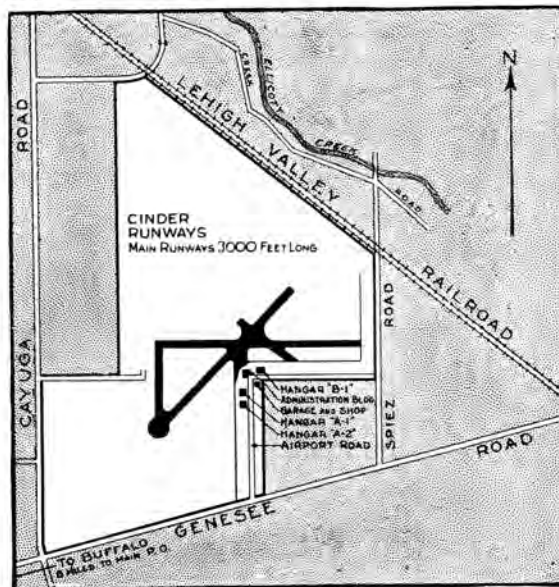
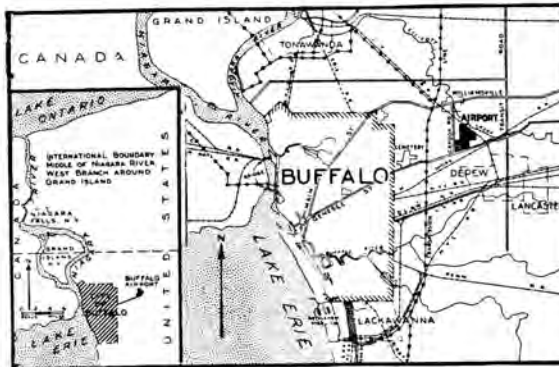
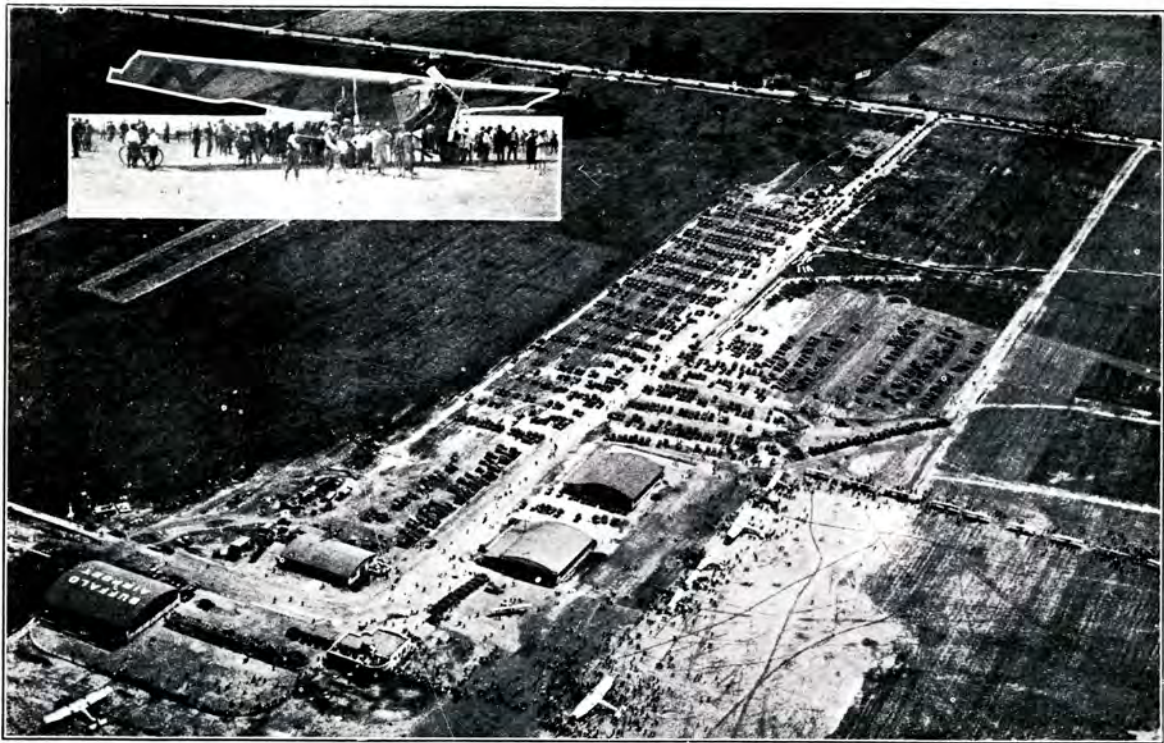


Fig. 17—Location maps for Buffalo Airport

ON this page is reproduced the condensed information included in the standard Aeronautical Bulletin furnished to pilots and others, regarding Buffalo Airport. In accordance with Dept. of Commerce standards these are regularly printed in 4 1/4 x 7 1/4 in. size, punched with three holes; the map above on the front side and the matter at left, on reverse.



Inset, above, Large Three-motor Plane on Taxiway

PART OF several thousand automobiles visiting Buffalo Airport one day during a notable program of special flying events. Experiences such as this emphasize the need for many good roads connecting any great Airport with the surrounding community. Readily accessible parking spaces for large numbers of cars are thus an integral need in airport design. Buffalo Airport is reached by four trunk line highways and many cross roads and provides ample parking space for thousands of cars.

AIR - MARKING Buffalo so that from any direction, roof signs will point the way to the municipal Airport, is progressing. Several outstanding signs, such as this, on a hotel at the civic center, are now to be seen. Look for this as you fly over.



Roof Direction Sign, Hotel Statler

CARRYING further this plan of aiding aerial navigation it is urged that any companies having large roof spaces available for similar direction markings, communicate with Buffalo Airport for suggestions as how best to mark these.

THE GATEWAY TO WESTERN NEW YORK



In developing the design, the total airport experience was considered. In order for that experience to be positive and lasting, there is a visual experience that begins way before the visitor enters the terminal. First and foremost, however, the building will also work in the practical sense, emphasizing passenger convenience, operational simplicity and functional efficiency.

"We believe the new terminal will make a strong and creative statement for Western New York. It should take its place along side some of the great architecture of the region created by famous architects like Louis Sullivan, Stanford White and Frank Lloyd Wright."

Mark Mendell, President Cannon

Think of it!

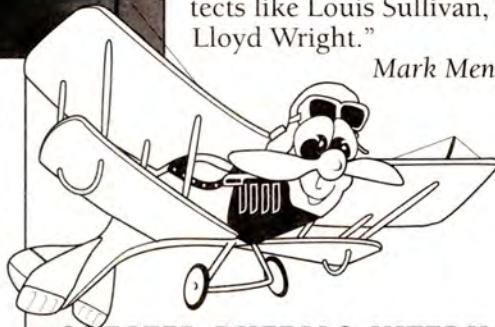
In this new global economy, the Greater Buffalo International Airport is the Gateway for transporting people, cargo and information.

That is why the Niagara Frontier Transportation Authority has embarked on a comprehensive Airport Improvement Program to meet the new demands and accelerated competition of the 21st century.

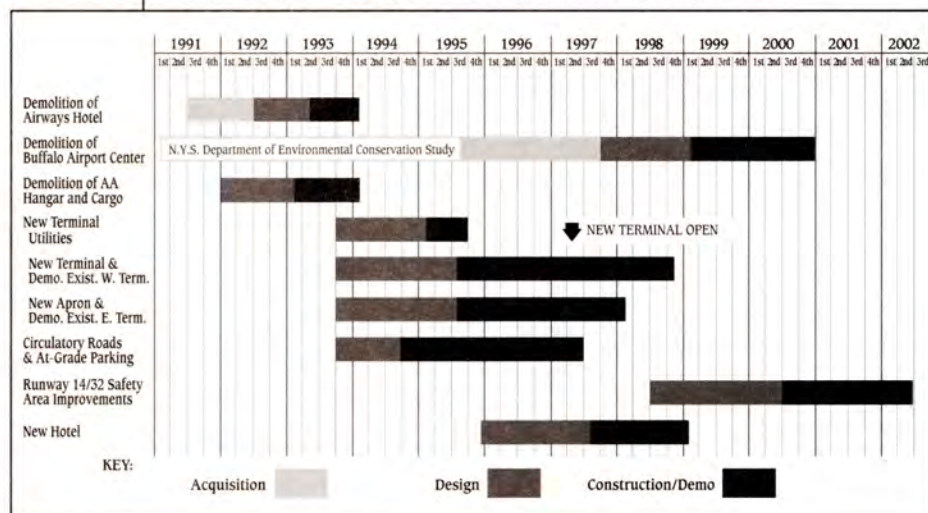
In today's economy, to undertake such a major program is no small feat, but the NFTA has already set the groundwork to build a functional and enduring airport system and to make the Greater Buffalo International Airport the Gateway of Western New York.

A major component of the airport improvement program is designing a new terminal. The NFTA Board of Commissioners chose an impressive design team The Greater Buffalo International Airport Design Group...

The group combines the strength of the nation's leading design firms: Cannon, the most prominent architectural firm in the region, William N. Bodouva & Associates, the most experienced airport terminal architect in America, and Kohn Pederson Fox, one of the pre-eminent architectural firms in the world.



GREATER BUFFALO INTERNATIONAL AIRPORT IMPROVEMENT PROGRAM SCHEDULE



News and developments from the
Airport Improvement Program

Gateway Advisor

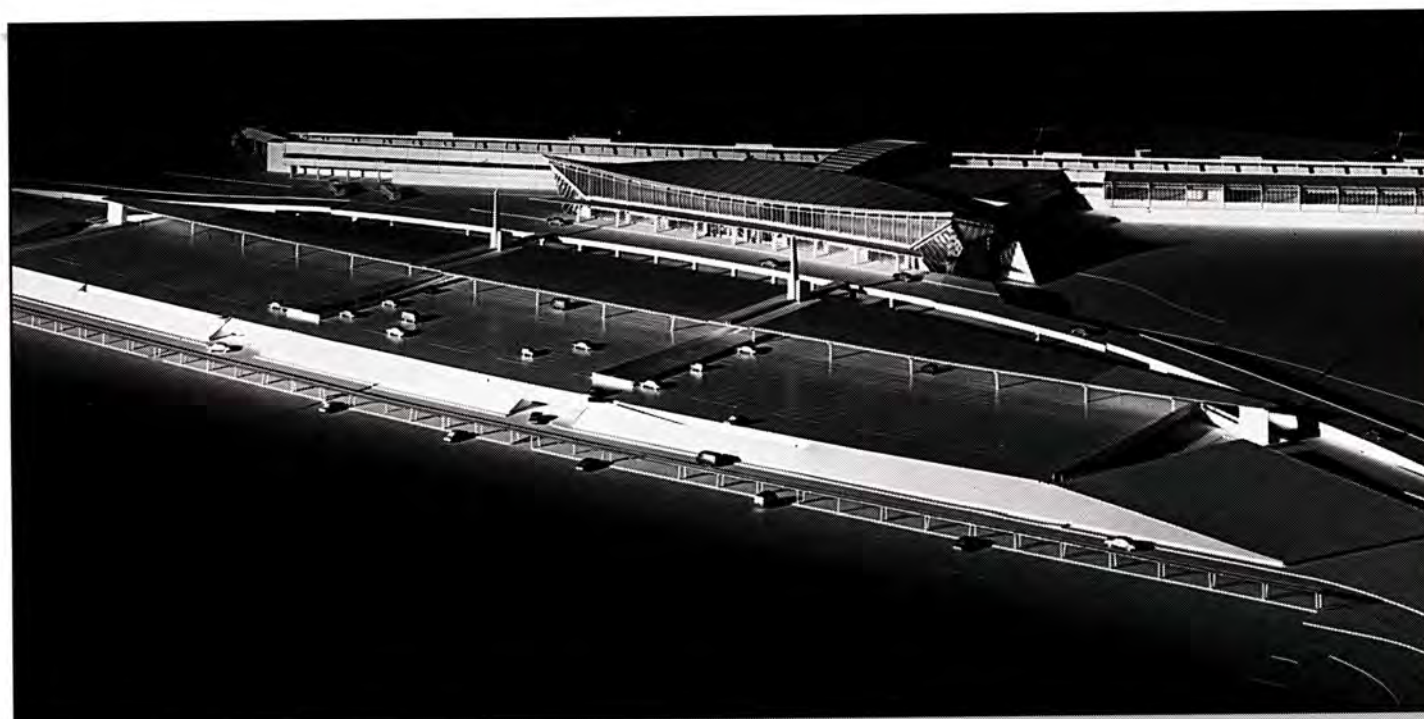


Volume 3 Issue 1

Published by the NFTA Communications and Marketing Materials Department

April, 1995

Two-story Parking Garage Included In Airport Improvement Program



The Niagara Frontier Transportation Authority Board of Commissioners unanimously voted to include a \$15.6 million two-story parking garage in the Airport Improvement Program for the new Greater Buffalo International Airport.

The 1300-space garage (foreground) will be directly in front

of the new passenger terminal behind a landscaped earthen berm.

It will give the look of a plateau above which the new terminal will appear to float.

There will be 489 public parking spaces under cover, with an additional 400 for car rental agencies. More than 400 more

public parking places will be available on the second floor.

The at-grade lot between the parking structure and Genesee Street will provide an additional 1100 surface parking spaces. Travelers can walk through the garage and a covered lower-level walkway to enter the terminal.



by Robert Gioia, NFTA Chairman

The Buffalo News recently ran a series about Greater Buffalo International Airport entitled "Jet Lag." The series left readers with several misconceptions about the GBIA improvement program. The series also criticized air service at the airport and the state and direction of the NFTA in general.

We feel you should have additional information to have a better and more balanced understanding of these issues.

First, we strongly believe that the airport improvement program

We Think You Ought To Know

will result in an efficient, cost-effective and customer-oriented airport. It will provide Western New York with an attractive gateway for business clients, tourists and visitors.

- The architects have produced a dramatic design that is also functional and efficient.
- A parking garage will enhance car rental operations and customer parking services.
- A progressive approach to concessions will increase customer selection and service at "street prices."

The project budget is responsible and adds no tax burden to Western New Yorkers. The price is reasonable for the Buffalo area to move at long last into the first rank of airport operations. The cost to the airlines for using the new facility will compare favorably to other airports.

Second, the NFTA has accepted the need for aggressive marketing. Once the new airport design and cost estimates were complete, we began a flight-service analysis. It

was the first step in an air service development program that should lead to more non-stop destinations and improved airport usage.

We can accept constructive criticism about our marketing efforts. However, we feel the News series went too far chiding the NFTA when a marketing effort was already underway.

We are also concerned about the many comparisons with air service at Rochester and Syracuse. This leads to the misconception that service at those airports is indeed superior to Buffalo's. We do not consider commuter flights to cities such as Messina, Ogdenburg and Newburgh as indicative of superior air service. Area business leaders prefer service to several larger cities.

We are proud of the many sound business decisions we have made to the financial stability of the NFTA. And, we provide transportation services for all Western New Yorkers, not only those who use the airport.

Gateway Advisor is a newsletter published by the Communications Department of the Niagara Frontier Transportation Authority. Its purpose is to keep airport users, tenants and interested parties abreast of information about the Greater Buffalo International Airport Improvement Program.

The Newsletter will be issued periodically, or more frequently when need dictates.

Questions or comments about the newsletter should be addressed to: Daryl Rasuli, Manager of Communications, NFTA, 181 Ellicott Street, Buffalo, NY 14203.

For questions concerning the Airport Improvement Program, contact Donna Luh, Airport Project Manager, at 632-3975.

Two Major AIP Projects To Begin

Contract bid documents are out for two important Greater Buffalo International Airport improvement projects.

The utilities corridor project consists of a utilities corridor to service the new passenger terminal. It will begin at the north right-of-way of Genesee Street and extend north and northeast. Construction includes electric and natural gas lines as well as telephone/communications lines and water and sewer work.

The airline relocation/consolidation project consists of interior renovations. Airline administrative offices and airlines operations offices will move to temporary quarters in the existing terminals. Work includes moving hold-room seating, ticket counters, tables, logo/signage and podiums at gate areas.

The AIP committee will present the bids for both projects to the NFTA Board of Commissioners for their approval at the May 22, 1995 meeting.

NFTA AA/EEO Program Very Successful

The Niagara Frontier Transportation Authority Affirmative Action Branch/Equal Employment Opportunity Department is continually negotiating opportunities for Disadvantaged Business Enterprises (DBEs) throughout the Authority.

DBEs are participating in the design, construction and other important phases of the Airport Improvement Program. Their involvement is due to the efforts of Maryetta Pugh, AA/EEO general manager, and Sharon Hanson, spe-

cial coordinator for GBIA.

There are also four DBEs now at the airport. They include the Monarch Gift Shop, Lottie's Flower Boutique, the Message Center and a Shoe Shine Shop.

Monarch Gifts has shops in both terminals. They offer leather goods and the finest accessories to airline passengers looking to bring gifts home. Western New Yorkers also frequent the shop.

Lottie's Flower Boutique specializes in rose bouquets, exotic flowers,

stuffed toys and balloons for special occasions. The boutique is in the East Terminal.

The Message Center that rents pagers and cellular phones to out-of-town business people and visitors to the airport also offers message services. The business is also in the East Terminal.

William Towner runs the West Terminal Shoe Shine Parlor. He succeeds his father who ran the shop for more than a decade.

New GBIA Parking More Convenient To Passengers

If everything goes according to schedule, the new passenger terminal at Greater Buffalo International Airport will open in October 1997.

Then, parking will be more convenient because of the proximity of the parking garage and lots to the facility.

The GBIA Airport Improvement Program stipulates that the two-story preferred parking garage be directly in front of the terminal.

In a 1994 survey, more than 63 percent of the respondents rate location as the prime factor when parking their vehicle when they fly out of

town. Thirteen percent say that price is most important. GBIA long-term parking rates are now lower than any other off-airport park and fly lots. The long-term daily rate is \$7.25 while the weekly rate is \$32.

Hourly rates for both the airport long-term and short-term parking lots compare favorably with those of off-airport parking facilities.

